D. Modifying overall torque characteristics of said multiple induction generators by sensing rising net current produced by said multiple induction generators; and,

E. Commanding a decrease in total generator reaction torque by modulating transformers connected to outputs of said multiple induction generators in response to said sensing rising net current.

REMARKS

By this amendment, claim 6 is amended in accordance with the examiner's amendment to remove an unnecessary "and", to correct the punctuation, and to clarify the wording of the claims in accordance with the specification at page 9, beginning at line 12. No new matter is added.

Steps A, B and C of claim 6 comprise a first control loop of regulating torque experienced by each induction generator to assure that torques are balanced between generators at any system load.

The specification at page 9, beginning at line 12 describes a second control loop for wind gust/current surge control (where variations in the input torque occur on a regular basis as the rotors are subjected to wind gusts and surges in ocean current velocity) which comprises steps D and E of Examiner's amendment to claim 6:

> Using the same principle and equipment that is applied to individual generator torque balancing on the DGD, overall torque modulation is simply achieved with another control loop. This loop operates outside of the torque-balancing loop and looks at the net current being produced (i.e. I_{total} in **FIGURE 2**) to control the total reaction torque produced by the generators. When the SCR-T controller sees a rising current, it responds by lowering its torque command

to the SCR control boards, which in turn reduces the duty cycle on the signals to the SCRs. The net effect is that rising current (indicating rising input torque) causes the controller to command a decrease in generator reaction torque and an increase in slip. The ability to vary reaction torque in response to wind gusts or current surges allows the energy in the gust or surge to be converted to rotor inertia. The lowered reaction torque produces increased generator slip and thus higher rotor speed. As the gust or surge passes, the controller then increases the reaction torque back to its nominal value, thereby reducing the slip, and the excess rotational inertia is converted into torque.

The amendments to claim 6 are meant to clarify the language of the claim so that it is clear that there are two separate control loops.

Entry of this amendment is respectfully requested.

Respectfully submitted,

Owen L. Lamb

Date: April 8, 2003

PO Box 386
Prescott, AZ 86302-0386

Owen L. Lamb, Reg. #20,831
Attorney for applicant
Phone: (928) 776-8037 or
(805) 689-5666 (cell phone)
Fax: (928) 776-8037